

BAY AREA TOLL AUTHORITY

Regional Measure 1
Toll Bridge Projects

Project Monitoring Program

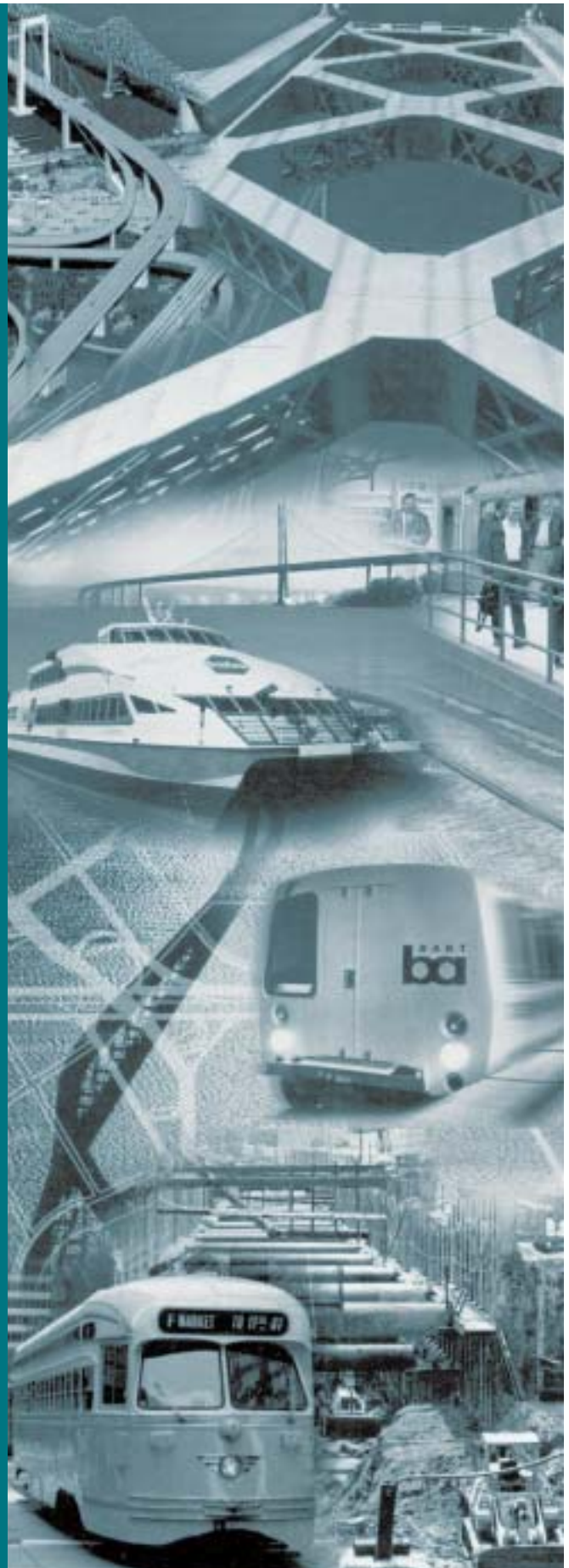
NOVEMBER 2001 PROGRESS REPORT



Metropolitan Transportation
Commission

Bay Area Toll Authority

Released December 2001



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Prepared for
Metropolitan Transportation
Commission

Bay Area Toll Authority

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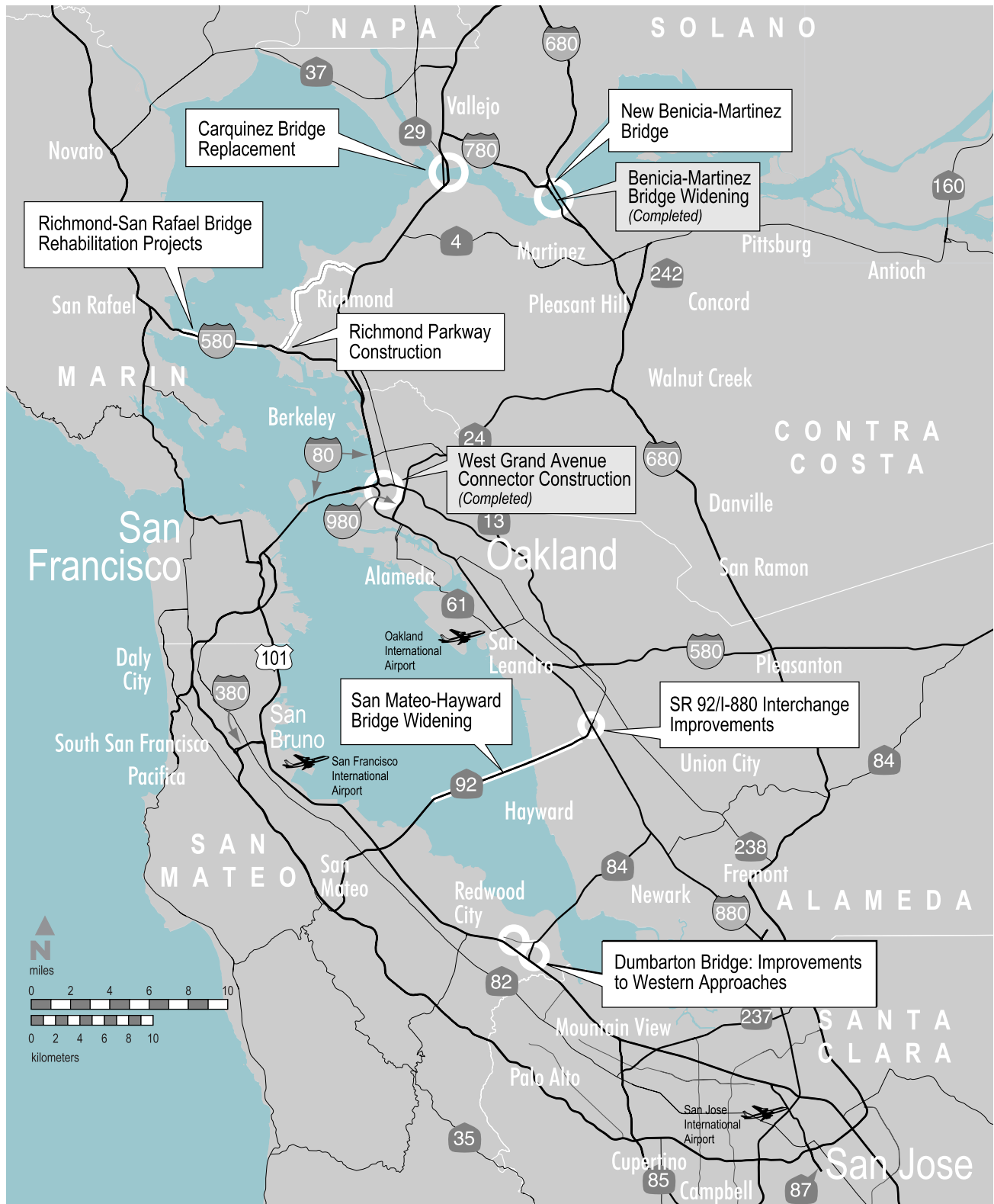
The following information is provided in accordance with California Government code Section 7550:

This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) for the Regional Measure 1 Toll Bridge Program. The contract value for the monitoring efforts, technical analysis, and field site work which contribute to these reports, as well as the report preparation and production, is \$3,068,993.00.

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REGIONAL MEASURE 1 TOLL BRIDGE PROJECTS



BAY AREA TOLL AUTHORITY

REGIONAL MEASURE 1 TOLL BRIDGE PROGRAM

In November 1988, Bay Area voters approved Regional Measure 1 (RM 1) and authorized a standard auto toll of \$1 for all seven state-owned Bay Area toll bridges. The additional revenues generated by the toll increase were identified for use for certain highway and bridge improvements, public transit rail extensions, and other projects that reduce congestion on the bridges.

RM 1 identified nine specific bridge and highway improvement projects as eligible for funding from the toll increase. The projects identified by RM 1 and their status of development are depicted in the map on the facing page and can be itemized as follows:

Northern Bridge Group Projects:

1. Widening of the existing Benicia-Martinez Bridge (completed; not included in this report)
2. Construction of a new bridge parallel to the existing Benicia-Martinez Bridge
3. Replacement of the existing western span of the Carquinez Bridge
4. Major rehabilitation of the existing Richmond-San Rafael Bridge
 - Trestle and fender rehabilitation
 - Deck replacement
5. Construction of an eastern approach (Richmond Parkway) between the Richmond-San Rafael Bridge and Interstate 80 near Pinole (non-Caltrans project; included in cost and schedule status summaries and Appendix C for reference)

Southern Bridge Group Projects:

1. Construction of the West Grand Avenue connector to the San Francisco-Oakland Bay Bridge (completed; not included in this report)
2. Widening of the existing San Mateo-Hayward Bridge and approach to six lanes
3. Improvement of the Interstate 880/State Route 92 interchange
4. Improvements to the western approaches to the Dumbarton Bridge
 - US 101/University Avenue interchange reconstruction (non-Caltrans project; completed, included in cost and schedule status summaries and Appendix C for reference)
 - State Route 84 (Bayfront Expressway) widening.

MTC, BATA, AND THE CALIFORNIA STATE DEPARTMENT OF TRANSPORTATION (CALTRANS)

As the regional transportation planning agency for the San Francisco Bay Area, MTC is responsible for transportation planning, coordinating, and fund programming in the nine counties surrounding the Bay.

With SB 226, MTC, as the Bay Area Toll Authority (BATA), has also assumed certain duties previously held by the California Transportation Commission, including responsibilities for the programming, administration, and allocation of all toll revenues (excluding the seismic surcharge) from the state-owned toll bridges in the Bay Area.







Caltrans continues to be responsible for the ongoing operation of the state-owned bridges, including the collection of tolls, as well as the maintenance, rehabilitation, and capital improvement of the bridges.

PROJECT MONITORING PROGRAM




This report focuses on monitoring project cost and schedule performance, as measured against approved budget and schedule milestones. The report provides comprehensive project status information on the Regional Measure 1 Toll Bridge Improvement Projects at three levels of detail:

- Color-coded executive summary of Regional Measure 1 projects status (program level)
- Detailed status of individual bridge projects (project level)
- Supplemental project and contract information, including budget adjustments, approved construction change orders, and project and contract level cost data, in the appendices.

EXECUTIVE SUMMARY – STATUS OF REGIONAL MEASURE 1 PROJECTS

NORTHERN BRIDGE GROUP	COST	SCHEDULE
New Benicia-Martinez Bridge		
Carquinez Bridge Replacement		
Richmond-San Rafael Bridge Rehabilitation		

Legend:







-  Green = no variance to current budget/schedule
-  Yellow = variance to current budget/schedule (trend), defined as follows:
For Cost: Project (BATA) contingency use may be required
For Schedule: Construction contract completion dates delayed by greater than 3 months
-  Red = variance to current budget/schedule, defined as follows:
For Cost: Project budget change may be required
For Schedule: “New facility open to traffic” date delayed by greater than 3 months by non-weather-related issues




BAY AREA TOLL AUTHORITY

EXECUTIVE SUMMARY – STATUS OF KEY ISSUES AND DEVELOPMENTS

- Based on the low bid, the scheduled completion of the main span contract has advanced to September 2004. The forecast open to traffic date of the project is now December 2004.
 - The main span contract was awarded on October 25, 2001. A pre-construction meeting was held on November 7, 2001. The contractor has mobilized, and clearing and grubbing operations have started.
 - Bids were opened for the I-680/I-780 Interchange contract on November 14, 2001. The low bidder was \$7 million less than the engineers' estimate.
 - The toll plaza contract was advertised on August 6, 2001; the bid opening is scheduled for December 4, 2001.
 - The south approach grading contract is complete.
 - Caltrans has forecasted a need for an additional \$22.3 million in support budget for the project. BATA and Bechtel staffs are reviewing the forecast and will make recommendations for committee action in December.
-
- Construction of the new bridge is proceeding with multiple operations at the north and south anchorages and the north and south towers. Installation of anchor frames and placement of base concrete is complete at the north and south anchorages. Concrete pours are also underway at both legs of the north and south towers. The current forecast open-to-traffic date of the new bridge is October 2003.
 - On the south approach and interchange contract, concrete pavement is being placed along westbound I-80, and concrete work on columns for the new viaduct structure is in progress. The Cummings Interchange is forecast to open in mid to late December, weather permitting.
 - On the maintenance facility contract, installation of electrical, plumbing, and HVAC is in progress for the vehicle and main buildings.
-
- Steel encasement of the pier piles is in progress. Spot blasting and cleaning, and concrete coring is underway on the substructure. Stringer restrainers and structural steel work is underway on the superstructure.

EXECUTIVE SUMMARY – STATUS OF REGIONAL MEASURE 1 PROJECTS

SOUTHERN BRIDGE GROUP	COST	SCHEDULE
San Mateo-Hayward Bridge Widening		
I-880/SR-92 Interchange Improvement		
Dumbarton Bridge West Approach Projects (Bayfront Expressway)		

- Legend:**
-  Green = no variance to current budget/schedule
 -  Yellow = variance to current budget/schedule (trend), defined as follows:
For Cost: Project (BATA) contingency use may be required
For Schedule: Construction contract completion dates delayed by greater than 3 months
 -  Red = variance to current budget/schedule, defined as follows:
For Cost: Project budget change may be required
For Schedule: “New facility open to traffic” date delayed by greater than 3 months by non-weather-related issues

BAY AREA TOLL AUTHORITY

EXECUTIVE SUMMARY – STATUS OF KEY ISSUES AND DEVELOPMENTS

- As previously reported to this Committee, the current capital outlay support budget for the project is underestimated. Caltrans is forecasting a \$15.7 million increase in support to \$31.6 million; this will increase support costs to 15% of the total project cost. BATA staff will make a recommendation with regard to support costs for all projects to the BATA Oversight Committee in December.
 - Construction on the bridge widening contract is ongoing with concurrent pile driving, bent cap installation, and bridge deck pours. 12,958 feet of the bridge deck (out of 24,837 feet total) has been placed to date. The bridge deck is proceeding at approximately 290 feet per week. Caltrans is negotiating the final cost of a significant change order related to design modifications to the girders on the contract. Caltrans has settled with the supplier on the girder claim and is negotiating with the contractor on the remainder of the claim.
 - The road widening contract has been accepted by Caltrans and is open to traffic.
 - All piles have been driven on the mini-toll plaza contract. Footing concrete operations are in progress.
 - The pedestrian overcrossing contract was awarded in November 2001.
-
- Caltrans is incorporating final comments from FHWA and plans to issue the Supplement to the Draft Environmental Impact Statement/Report (SDEIS/R) by early December. A public hearing for the project is tentatively scheduled for February 2002.
 - Caltrans continues to perform preliminary engineering in an effort to maintain the project schedule.
 - Based on a preliminary revised estimate for the project, Caltrans is estimating that the project cost will exceed the current budget. As a result, a "yellow" cost status code is indicated in the PMP report. Bechtel is reviewing this estimate for reasonableness and will report its findings to the Authority when complete.
-
- Advertisement of the project is currently anticipated for January 2002.

COST STATUS SUMMARY (MILLION DOLLARS)

PROJECT	Baseline Budget (June 2000)	Current Budget (Oct 2001)	Current Forecast (Nov 2001)	Expended To Date (7/98 - 10/01)
<i>Northern Bridge Group</i>				
New Benicia-Martinez Bridge	586.0	642.1	652.8	56.2
Carquinez Bridge Replacement	433.2	479.8	479.8	216.4
Richmond-San Rafael Bridge Rehabilitation				
▶ West Trestle and Fender Rehabilitation	45.4	35.4	35.4	0.7
▶ Deck Replacement	53.4	53.4	53.4	0.0
Richmond Parkway (Non-Caltrans) ¹	5.9	5.9	5.9	2.4
SUBTOTAL – NBG	1,123.9	1,216.6	1,227.2	275.8
<i>Southern Bridge Group</i>				
San Mateo-Hayward Bridge Widening				
▶ Widening	203.6	203.6	217.5	120.7
▶ West Approach Replacement Planting	0.3	0.3	0.3	0.0
I-880/SR-92 Interchange Improvement	124.2	134.2	134.2	5.4
Dumbarton Bridge West Approach Projects				
▶ US-101/University Avenue Interchange Reconstruction (<i>Non-Caltrans</i>)	3.8	3.8	3.8	3.7
▶ Bayfront Expressway (SR-84) Widening	33.8	33.8	33.8	3.7
SUBTOTAL – SBG	365.6	375.6	389.5	133.5
GRAND TOTAL	1,489.5	1,592.2	1,616.8	409.3

¹ For the Richmond Parkway, values shown represent the portion funded by BATA.

BAY AREA TOLL AUTHORITY

SCHEDULE STATUS SUMMARY

PROJECT	New Facility Open to Traffic Baseline (June 2000)	New Facility Open to Traffic Current (September 2001)	New Facility Open to Traffic Forecast (November 2001)
<i>Northern Bridge Group</i>			
New Benicia-Martinez Bridge	Jan 04	Apr 05	Dec 04
Carquinez Bridge Replacement	Jan 03	Oct 03	Oct 03
Richmond-San Rafael Bridge Rehabilitation			
▶ West Trestle and Fender Rehabilitation ¹	Dec 04	Sep 04	Sep 04
▶ Deck Replacement ¹	Sep 06	Sep 06	Sep 06
Richmond Parkway (<i>Non-Caltrans</i>) ²	Feb 01	May 01	May 01
<i>Southern Bridge Group</i>			
San Mateo-Hayward Bridge Widening			
▶ Widening	Dec 02	Dec 02	Dec 02
▶ West Approach Replacement Planting ¹	May 08	May 08	May 08
I-880/SR-92 Interchange Improvement	Dec 06	Dec 06	Dec 06
Dumbarton Bridge West Approach Projects			
▶ US-101/University Avenue Interchange Reconstruction (<i>Non-Caltrans</i>) ¹	Apr 00	Apr 00	Apr 00
▶ Bayfront Expressway (SR-84) Widening ¹	Mar 03	Apr 04	Apr 04

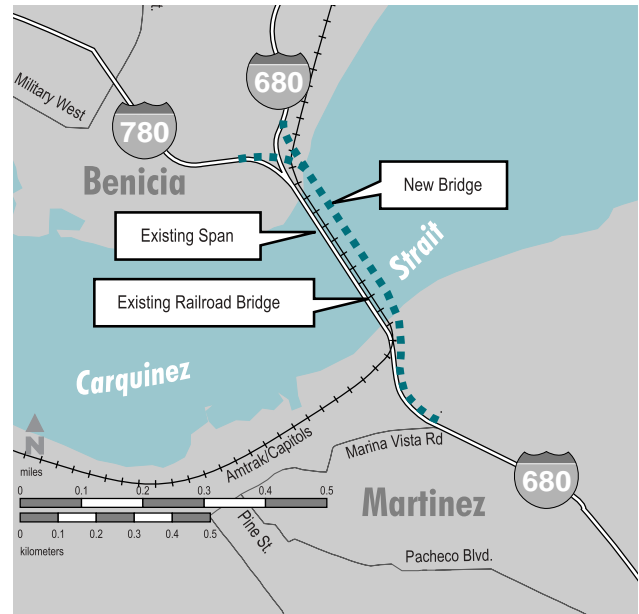
¹ For the Richmond-San Rafael Bridge Rehab, San Mateo-Hayward Bridge West Approach Planting, and Dumbarton Bridge West Approach projects, the dates shown reflect construction completion; the existing facility remains open to traffic during all phases of construction.

² The Canal Boulevard realignment was opened to traffic on May 25, 2001.

NEW BENICIA-MARTINEZ BRIDGE

The existing Benicia-Martinez Bridge provides Interstate 680 access across the Carquinez Strait between Contra Costa and Solano counties. This project will construct a new parallel Benicia-Martinez Bridge east of the existing span that will include the following features:

- Five northbound lanes on the new bridge (four mixed-flow lanes and one slow-vehicle lane) that will allow conversion of the existing bridge to southbound traffic only
- Addition of a new bicycle/pedestrian lane on the existing bridge
- Construction of a new toll plaza south of the new bridge in Contra Costa County with 17 toll booths, including two high-occupancy-vehicle (HOV) bypass lanes
- Reconstruction of the Interstate 680/Marina Vista Road and Interstate 680/Interstate 780 interchanges



Project Photos



New Bridge Access Road



New Bridge Access Road - Tree Removal

Current Activities:

- Bids were opened for the new bridge contract on September 26, 2001. The contract was awarded to Kiewit Pacific on October 25, 2001. The USACE permit will allow the contractor to start shallow water and dredging work in December 2001. The contractor has mobilized his staff. The first construction meeting was held on November 9, 2001. Per the bid documents, the contract completion date is September 2004. As a result, the forecast open-to-traffic date is December 2004.
- The contractor has submitted his SWPPP Plan and interim 120 day schedule. Clearing and grubbing activities on the Martinez side have begun.
- Bids were opened for the I-680/I-780 Interchange contract on November 14, 2001. The low bidder was \$7 million less than the engineer's estimate.
- The toll plaza contract was advertised on August 6, 2001 with a bid opening scheduled for December 2001.
- The I-680/I-780, toll plaza, and Marina Vista contracts are being reviewed for potential construction conflicts due to work being performed during the same time period as the main span.
- On the south approach/grading contract, construction completion was achieved in October 2001.

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NEW BENICIA-MARTINEZ BRIDGE

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Oct 2001)	Current Forecast (Nov 2001)	Variance	Expended to Date (7/98 - 10/01)	Notes
Capital Outlay Construction						
South Approach	6.0	7.0	7.0	0.0	6.2	
New Bridge	247.3	306.7	306.7	0.0	0.0	
Toll Plaza and Administration Building	22.8	29.7	29.7	0.0	0.0	
I-680/Marina Vista Interchange	43.2	51.3	51.3	0.0	0.0	
I-680/I-780 Interchange	80.8	62.7	54.9	-7.8	0.0	
Other Budgeted Capital	28.1	30.0	30.0	0.0	0.8	
Capital Outlay Support	78.2	76.8	99.0	22.3	38.8	A
Capital ROW	21.1	21.2	14.4	-6.8	10.4	
Other Non-BATA Funding	0.0	31.0	31.0	0.0		
Project (BATA) Contingency	58.4	25.7	28.7	3.0		
Project Total (a)	586.0	642.1	652.8	10.7	56.2	
(a) Totals may be rounded						

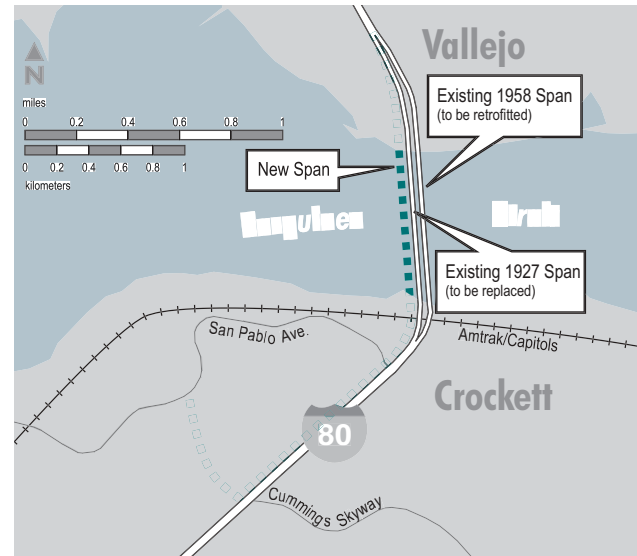
SCHEDULE STATUS	Baseline (June 2000)	Current (Sep 2001)	Forecast (Nov 2001)	Variance	Notes
Construction Contract Completion					
New Bridge	Jan 04	Apr 05	Sep 04	- 7 months	B
Toll Plaza and Administration Building	Feb 03	Feb 03	Sep 03	+ 7 months	B
I-680/Marina Vista Interchange	Dec 03	Mar 04	Jul 04	+ 4 months	
I-680/I-780 Interchange	Dec 03	Jul 04	Nov 04	+ 4 months	B
South Approach	Mar 01	Oct 01	Oct 01	0	
Modify Existing Bridge	Jul 05	Jul 05	Jul 05	0	
Project					
New Facility Open to Traffic	Jan 04	Apr 05	Dec 04	- 4 months	B

NOTES	ACTION
A. Caltrans has forecasted a need for an additional \$22.3 million in support budget for the project. BATA and Bechtel staffs are reviewing the forecast.	BATA staff will make recommendations for committee action in December 2001.
B. To accommodate final connections between the three contiguous major contracts – the new bridge, 680/780, and the toll plaza – the open-to-traffic date is forecast for December 2004.	Caltrans is reviewing the project schedule.

CARQUINEZ BRIDGE REPLACEMENT

The existing Carquinez Bridge carries Interstate 80 traffic between the cities of Vallejo and Crockett on two separate bridges: the 1927 bridge for westbound traffic and the 1958 bridge for eastbound traffic. While the 1958 bridge is being strengthened under Caltrans' seismic retrofit program, the 1927 bridge has been identified as being seismically deficient and will be replaced under the RM 1 program. The Carquinez Bridge replacement project will construct a new suspension bridge west of the existing bridges. The existing 1927 bridge will be demolished after the completion of this project. The project will incorporate the following features:

- Four westbound lanes on the new bridge (three mixed-flow lanes and one HOV lane)
- Addition of a new bicycle/pedestrian lane on the new bridge



Project Photos



Cummings Skyway to I-80 West



Bridge Tower Construction - Looking North

Current Activities:

- On the main span and north approach contract, construction continues on several areas. Anchor frame installation and base concrete placement has been completed at the north and south anchorages. Concrete is being placed at both the west and east pedestal legs of the north and south towers. On the north tower, the lower strut to support the bridge deck is being formed, and new fender piles are being installed.
- On the south approach and interchange contract, pavement grinding, concrete paving, retaining wall installation, and trench drain installation continues along westbound I-80. Concrete work on the columns of the new viaduct structure is in progress. Work on the Cummings Skyway westbound on/off ramp continues with forecasted opening by mid to late December 2001, weather permitting.
- On the maintenance facility contract, installation of roofing, electrical, plumbing, and HVAC continues in the vehicle building and locker room area of the main building. Areas of the parking lot south of the vehicle bays are being completed.

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CARQUINEZ BRIDGE REPLACEMENT

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Oct 2001)	Current Forecast (Nov 2001)	Variance	Expended to Date (7/98 - 10/01)	Notes
Capital Outlay Construction						
Replacement Bridge and North Approach	213.7	243.1	243.1	0.0	134.1	
South Approach and Interchange	116.0	73.9	73.9	0.0	14.8	
Maintenance Facility (Phases I & II)	7.0	8.1	8.1	0.0	4.6	
1927 Bridge Demolition	16.0	16.0	16.0	0.0	0.0	
Other Budgeted Capital	10.6	13.6	13.6	0.0	5.2	
Capital Outlay Support	43.7	96.8	96.8	0.0	48.9	
Capital ROW	9.6	11.1	11.1	0.0	8.9	
Project (BATA) Contingency	16.5	17.1	17.1	0.0		
Project Total (a)	433.2	479.8	479.8	0.0	216.4	

(a) Totals may be rounded

SCHEDULE STATUS	Baseline (June 2000)	Current (Sep 2001)	Forecast (Nov 2001)	Variance	Notes
<u>Construction Contract Completion</u>					
Replacement Bridge & North Approach	Dec 03	May 04	May 04	0	
South Approach and Interchange	Oct 04	May 03	Jul 03	+ 2 months	
Maintenance Facility	Mar 02	Jun 02	Jun 02	0	
1927 Bridge Demolition	Mar 06	Mar 06	Mar 06	0	
<u>Project</u>					
New Facility Open to Traffic	Jan 03	Oct 03	Oct 03	0	

NOTES

ACTION

None for this report.

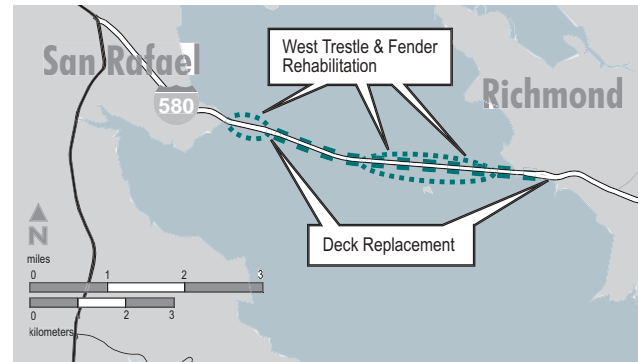
RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

Completed in 1956, the Richmond-San Rafael Bridge provides access - via Interstate 580 - across San Francisco Bay between Marin and Contra Costa counties. Major rehabilitation of the bridge was specified in RM 1 to be eligible for toll funding.

Currently, there are two major rehabilitation projects planned for the bridge:

- The first project is to rehabilitate the western trestle (low-rise) section of the bridge near San Rafael and the ship collision protection fender system at various bridge piers. This rehabilitation work is being combined with a seismic retrofit project already scheduled for the bridge
- The second project is to replace the existing concrete deck on the bridge. The cast-in-place concrete riding

surface (deck) has been worn down over time due to traffic and exposure to the marine environment. This project will follow the completion of the trestle and fender rehabilitation project to avoid possible construction conflicts.



Project Photos



Existing bridge – Looking East



Richmond-San Rafael Bridge Pier Work

Current Activities:

- Work is progressing with dredging, installation of micro-piles, and steel retrofit encasement of the pier piles. On the substructure, spot blasting, cleaning, and concrete coring for the steel bents continues. On the superstructure, exterior stringer restrainers and structural steel work continues.

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RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Oct 2001)	Current Forecast (Nov 2001)	Variance	Expended to Date (7/98 - 10/01)	Notes
West Trestle and Fender Rehabilitation						
Capital Outlay Construction	33.9	0.0	0.0	0.0	0.0	
Capital Outlay Support	5.4	0.7	0.7	0.0	0.7	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Other Non-BATA Funding	0.0	34.6	34.6	0.0		
Project (BATA) Contingency	6.1	0.0	0.0	0.0		
Subtotal	45.4	35.4	35.4	0.0	0.7	
Deck Replacement						
Capital Outlay Construction	33.0	33.0	33.0	0.0	0.0	
Capital Outlay Support	9.0	5.0	5.0	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Other Non-BATA Funding	0.0	4.0	4.0	0.0		
Project (BATA) Contingency	11.4	11.4	11.4	0.0		
Subtotal	53.4	53.4	53.4	0.0	0.0	
Project Total (a)	98.8	88.8	88.8	0.0	0.7	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Sep 2001)	Forecast (Nov 2001)	Variance	Notes
Construction Contract Completion					
West Trestle and Fender Rehabilitation	Dec 04	Sep 04	Sep 04	0	
Deck Replacement	Sep 06	Sep 06	Sep 06	0	
Project					
New Facility Open to Traffic					A

NOTES	ACTION
A. The existing facility remains open to traffic during all phases of construction.	None.

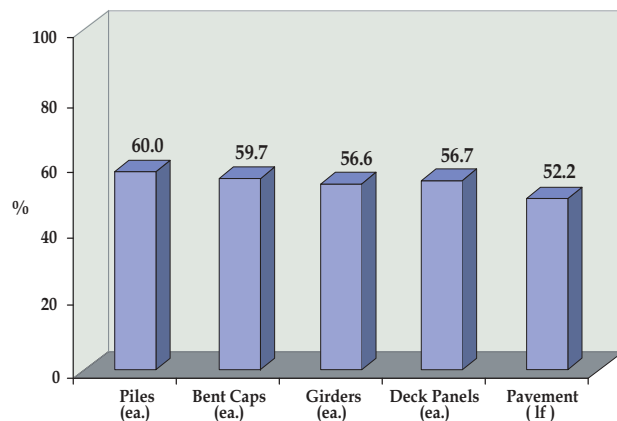
SAN MATEO-HAYWARD BRIDGE WIDENING

In 1996, the western approach to the San Mateo-Hayward Bridge from U.S. Route 101 was widened from four to six lanes to match the configuration of the high-rise section of the bridge. The current project will complete the widening work in this corridor along the low-trestle section of the bridge and its eastern approach to Interstate 880. The project includes the following features:

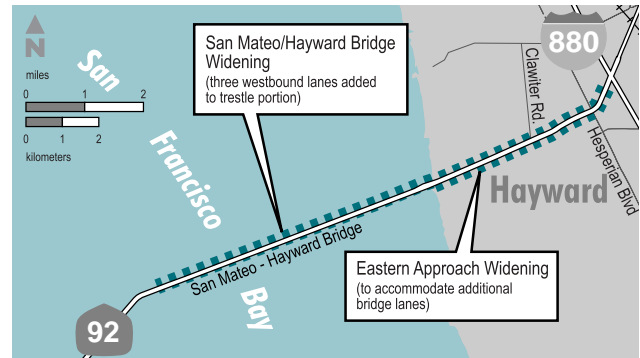
- Widening of the low-rise trestle and eastern approach from I-880 from four to six lanes with shoulders
- Extension of the existing west-bound HOV lane one mile west along the eastern approach from Interstate 880
- Construction of a new pedestrian/bicycle overcrossing of State Route 92

- Expansion of the existing toll plaza
- Improvements to the Hayward Shoreline Interpretive Center
- Also, as an associated project, improvements will be made to the Bay Trail between the San Mateo-Hayward and Dumbarton Bridges in the East Bay.

Project Construction Progress and Photos



Construction Progress – Percent Complete



Completed Roadway Widening - Looking West

Current Activities:

- The bridge widening contract is ongoing with concurrent pile driving, bent cap installation, and bridge deck pours. 12,958 feet of paved bridge deck (of 24,837 feet total) is in place. The current schedule has at least one frame (290 feet) poured per week. Cast in place concrete barrier rail is being continuously installed on the new bridge.
- The road widening contract was completed in October 2001 and is open to traffic.
- The mini-toll plaza contract was awarded in early August 2001. The baseline schedule has been accepted by Caltrans and returned to the contractor. All 114 piles have been driven. Forming and rebar installation of footings is underway.
- The pedestrian overcrossing bids were opened on October 30, 2001. The low bid was within the budget for the contract. Caltrans awarded the contract in November.

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SAN MATEO-HAYWARD BRIDGE WIDENING

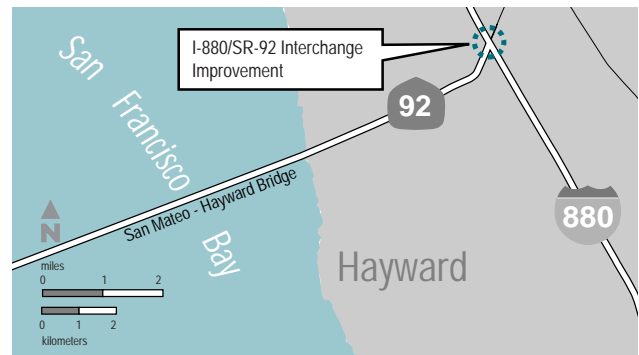
COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Oct 2001)	Current Forecast (Nov 2001)	Variance	Expended to Date (7/98 - 10/01)	Notes
Widening						
Capital Outlay Construction						
Widen Trestle	124.8	124.7	139.0	14.3	75.9	A
Widen Roadway	29.2	26.0	26.0	0.0	25.0	
Construct Mini Toll Plaza	4.4	6.3	6.3	0.0	0.1	
Other Budgeted Capital	8.9	8.0	8.0	0.0	0.0	
Capital Outlay Support	15.5	15.9	31.6	15.7	18.9	B
Capital ROW	1.5	1.4	1.4	0.0	0.5	
Project (BATA) Contingency	19.3	21.3	5.1	-16.1		
Subtotal	203.6	203.6	217.5	13.9	120.7	
West Approach Planting						
Capital Outlay Construction	0.2	0.2	0.2	0.0	0.0	
Capital Outlay Support	0.1	0.1	0.1	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Project (BATA) Contingency	0.1	0.1	0.1	0.0		
Subtotal	0.3	0.3	0.3	0.0	0.0	
Project Total (a)	203.9	203.9	217.8	13.9	120.7	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Sep 2001)	Forecast (Nov 2001)	Variance	Notes
Construction Contract Completion					
Widening					
Widen Trestle	Dec 02	Jan 03	Jan 03	0	A
Construct Mini Toll Plaza	Nov 02	Nov 02	Nov 02	0	
Widen Eastern Approach	Nov 02	Sep 01	Sep 01	0	
West Approach Replacement Planting					
West Approach Replacement Planting	May 08	May 08	May 08	0	
Project					
New Facility Open to Traffic	Dec 02	Dec 02	Dec 02	0	

NOTES	ACTION
A. Caltrans has settled several change orders on the project due to design changes made to the contract and to the addition of voice capable call boxes.	BATA staff will recommend a budget change in December.
B. The current capital outlay support cost budget is underestimated by approximately \$15.7 million.	BATA staff will recommend a budget change in December.

I-880/SR-92 INTERCHANGE IMPROVEMENT

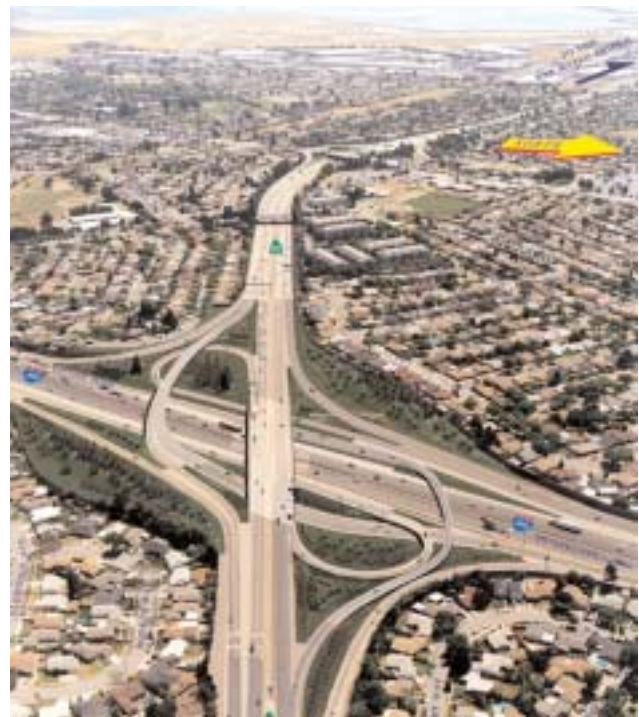
As part of an effort to improve traffic flow and to relieve congestion on the San Mateo-Hayward Bridge and its approaches, RM 1 identified the need to improve and reconstruct the Interstate 880/State Route 92 interchange. While still in the environmental clearance phase, the project proposes to modify the existing cloverleaf interchange to increase capacity and improve safety and traffic operations. Various alternatives are under consideration and are being assessed as part of the environmental process.



Project Photos



Existing interchange; looking west



Alternative H interchange; looking west

Current Activities:

- There are no current construction activities.
- Caltrans has received and is incorporating final comments on the Supplement to the Draft Environmental Impact Statement Report (SDEIS/R) from the Federal Highway Administration (FHWA). The SDEIS/R will be released by Caltrans in December pending final review and approval by the FHWA. A public hearing is tentatively scheduled for February 2002.
- The project completion date has remained unchanged due to continuing design work by Caltrans.

BAY AREA TOLL AUTHORITY

I-880/SR 92 INTERCHANGE IMPROVEMENT

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Oct 2001)	Current Forecast (Nov 2001)	Variance	Expended to Date (7/98 - 10/01)	Notes
I-880/SR-92 Interchange Improvement						
Capital Outlay Construction	70.3	70.3	70.3	0.0	0.0	A
Capital Outlay Support	20.8	20.8	20.8	0.0	5.4	A
Capital ROW	8.0	8.0	8.0	0.0	0.0	A
Other Non-BATA Funding	0.0	10.0	10.0	0.0	0.0	
Project (BATA) Contingency	25.1	25.1	25.1	0.0	0.0	
Project Total (a)	124.2	134.2	134.2	0.0	5.4	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Sep 2001)	Forecast (Nov 2001)	Variance	Notes
<u>Construction Contract Completion</u>					
I-880/SR-92 Interchange Improvement	Dec 06	Dec 06	Dec 06	0	
<u>Project</u>					
New Facility Open to Traffic	Dec 06	Dec 06	Dec 06	0	

NOTES	ACTION
A. A preliminary revised Caltrans estimate for the project is higher than the current budget.	Bechtel is reviewing this estimate and will report its findings to the Authority when completed.

DUMBARTON BRIDGE WEST APPROACH PROJECTS

RM 1 identified the need for improvements to the western approaches to the Dumbarton Bridge. Through coordination with the City/County Association of Governments of San Mateo County, two projects were identified for toll bridge funding:

- The first project, sponsored by the City of East Palo Alto, modifies the U.S. Route 101/University Avenue interchange. This project is designed to help alleviate traffic congestion and improve overall traffic flow to University Avenue and the Dumbarton Bridge.
- The second project, sponsored by Caltrans, widens the Bayfront Expressway (State Route 84) from the Dumbarton Bridge to the U.S. 101/Marsh Road interchange. The existing six-lane expressway section from the bridge to University Avenue will be reconstructed with upgraded shoulders and lane widths. The existing expressway section from University Avenue to Marsh Road will be widened from four to six lanes.



Project Photos



Bayfront Expressway (SR-84) – existing conditions; looking northwest



Bayfront Expressway looking North from Willow Road

Current Activities:

- The project will be ready to list in December 2001. Advertisement of the project is currently scheduled for January 2002.
- The work will be performed under two contracts: one for widening the road; one for mitigation required by the USACE.

BAY AREA TOLL AUTHORITY

DUMBARTON BRIDGE WEST APPROACH PROJECTS

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Oct 2001)	Current Forecast (Nov 2001)	Variance	Expended to Date (7/98 - 10/01)	Notes
US101/University Avenue Interchange Reconstruction (Non-Caltrans)						
Capital Outlay Construction	3.8	3.8	3.8	0.0	3.7	
Capital Outlay Support	0.0	0.0	0.0	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Project (BATA) Contingency	0.0	0.0	0.0	0.0		
Subtotal	3.8	3.8	3.8	0.0	3.7	
Bayfront Expressway (SR84) Widening						
Capital Outlay Construction	24.8	26.7	26.7	0.0	0.0	
Capital Outlay Support	4.4	4.7	4.7	0.0	3.7	
Capital ROW	1.3	0.1	0.1	0.0	0.0	
Project (BATA) Contingency	3.3	2.4	2.4	0.0		
Subtotal	33.8	33.8	33.8	0.0	3.7	
Project Total (a)	37.6	37.6	37.6	0.0	7.4	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Sep 2001)	Forecast (Nov 2001)	Variance	Notes
<u>Construction Contract Completion</u>					
US 101/University Avenue Interchange Reconstruction (Non-Caltrans)	Apr 00	Apr 00	Apr 00	0	
Bayfront Expressway (SR84) Widening	Mar 03	Apr 04	Apr 04	0	
<u>Project</u>					
New Facility Open to Traffic	Mar 03	Apr 04	Apr 04	0	

NOTES

ACTION

None for this report

APPENDICES

- Appendix A: List of Project Budget Adjustments
- Appendix B: List of Approved Contract Change Orders
- Appendix C: Project Cost Summary Details



BAY AREA TOLL AUTHORITY

APPENDIX A – LIST OF PROJECT BUDGET ADJUSTMENTS

DEFINITIONS:

Baseline Budget (June 2000): Baseline budgets as established by BATA in June 2000 for each project within the overall program.

Current Budget: Budget currently serving as the baseline for monitoring purposes. The current budget is equal to the established June 2000 budget, plus or minus any adjustment as listed below.

Project Baseline Adjustments

Date	Description of Adjustment
10/2000	Current budgets for allocated capital outlay have been adjusted by BATA to reflect current Caltrans construction contract allotments.
11/2000	Current budgets for the Benicia-Martinez and Richmond-San Rafael Bridge projects have been revised to reflect new funding from Non-BATA sources per agreements with Caltrans and a Prop. 192 refund from Caltrans related to the Carquinez Bridge project.
01/2001	Current budget for the Benicia-Martinez bridge was revised to reflect allocations by BATA.
03/2001	Current budget for the Carquinez Bridge was revised by BATA.
10/2001	Current budget for the Benicia-Martinez Bridge was revised by BATA.

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
New Benicia- Martinez Bridge South Approach 04-006094		Contract is complete.			
Main Span 04-006034		No approved contract change orders for November 2001.			
Totals for November 2001³					

- 01038/Nov

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**APPENDIX B – LIST OF APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR THE MONTH OF NOVEMBER 2001**

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
Carquinez Bridge Replacement 04-013014	4-3	Clear C&H Lot per Access Agreement	S	100.00	5
	12-3	Resolve Time to Remove Pier Ruins	-		
	18-1	Hazardous Material Encountered	C	147.00	
	31	Close Westbound From Toll Plaza and G.S.	C	41.50	
	40	Slope Stabilization @ North Anchorage	C	16.00	
Subtotal				304.50	5
Crockett Interchange 04-013054	25	RN Off-Ramp Demolition and Utility	C	33.00	
	36	Utility Relocation – Volona Phone Line	C	13.00	
	38	Minor Concrete Backfill	C	12.80	
	40	Temp Fence at RW4	C	10.60	
	51	Additional Conduit for MVDS Pole	C	4.70	
	52	Extra-Thick Asphalt Concrete along D3	C	18.00	
	54	Payment for EBMUD Relocation Line	C	3.90	
Subtotal				96.00	0
Maintenance Facility 04-013084		No approved contract change orders for November 2001.			
Totals for November 2001³				\$400.50	5

¹ CCO numbers are assigned as the CCOs are opened. Only approved CCOs are listed in Appendix B. Missing CCO numbers are cancelled or pending approval.

² Funding Source(s)
S = Supplemental work
C = Construction contingency

³ Approved CCO cost total is within the approved current contract budget.

BAY AREA TOLL AUTHORITY

**APPENDIX B – LIST OF APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR THE MONTH OF NOVEMBER 2001**

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
San Mateo - Hayward Bridge					
Widen Trestle 04-045014	14-S1	Compensation for Girder through August	C	1,226.70	
	14-S2	Compensation for Girder through November	C	739.00	
	21-S1	Additional Funds for Test Pile	C	30.00	
Subtotal				1,995.70	
Widen Roadway 04-045034		Contract is complete.			
Subtotal					
Mini-Toll Plaza 04-045024	1	Flagging and Traffic Control.	C	10.00	
Subtotal				10.00	0
Totals for November 2001³				\$2,005.70	0

¹ CCO numbers are assigned as the CCOs are opened. Only approved CCOs are listed in Appendix B. Missing CCO numbers are cancelled or pending approval.

² Funding Source(s)
S = Supplemental work
C = Construction contingency

³ Approved CCO cost total is within the approved current contract budget.

BAY AREA TOLL AUTHORITY

APPENDIX C – PROJECT COST SUMMARY DETAILS

The following sheets provide detailed cost information for each of the bridge projects. Capital Outlay Support (Engineering), Capital Right-of-Way and Capital Outlay are shown for each of the projects. The Project (BATA) Contingency, as well as the bridge projects totals, is shown at the end of each bridge summary.

Definitions:

1. Capital Outlay Support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
2. Capital Right of Way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, title costs, and sale of excess lands.
3. Capital Outlay includes construction bid terms, external third party agreements, state-furnished materials, supplemental construction work, and construction contingencies.

Project Cost Summaries
(\$ Millions)

	EA Number	Baseline Budget Jun-00	Current Budget Oct-01	Current Forecast Nov-01	Net Change	Expended ¹ to Date (7/98 – 10/01)	Note
Northern Bridge Group							
<i>Project 2003 – New Benicia-Martinez Bridge</i>							
South Approach							
Capital Outlay Support	00609x	3.5	3.5	4.0	0.5	3.4	
Capital Right of Way	006099	7.0	7.0	7.7	0.7	7.7	
Capital Outlay	006094	6.0	7.0	7.0	0.0	6.2	
Total South Approach		16.5	17.5	18.8	1.3	17.3	
New Bridge							
Capital Outlay Support	00603x	31.9	31.9	36.0	4.1	12.4	
Capital Right of Way	006039	4.1	5.1	2.5	-2.6	0.7	
Capital Outlay	006034	247.3	306.7	306.7	0.0	0.0	
Other Non-BATA Funding		0.0	10.1	10.1	0.0		
Total New Bridge		283.3	353.8	355.3	1.5	13.2	
Toll Plaza & Administration Building							
Capital Outlay Support	00604x	6.2	6.0	10.3	4.4	4.3	
Capital Right of Way	006049	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	006044	22.8	29.7	29.7	0.0	0.0	
Total Toll Plaza & Admin.		29.1	35.7	40.0	4.4	4.3	
I-680/Marina Vista Interchange							
Capital Outlay Support	00605x	10.7	10.7	15.7	5.0	7.2	
Capital Right of Way	006059	7.4	7.4	2.5	-4.9	0.8	
Capital Outlay	006054	43.2	51.3	51.3	0.0	0.0	
Total I-680/MV I/C		61.4	69.4	69.5	0.1	8.0	
I-680/I-780 Interchange							
Capital Outlay Support	00606x	18.7	17.3	25.7	8.4	10.6	
Capital Right of Way	006069	1.7	1.7	1.7	0.0	1.2	
Capital Outlay	006064	80.8	62.7	54.9	-7.8	0.0	
Other Non-BATA Funding		0.0	20.9	20.9	0.0		
Total I-680/I-780 I/C		101.2	102.6	103.1	.5	11.8	

¹ Unaudited

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Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Oct-01	Current Forecast Nov-01	Net Change	Expended to Date (7/98 – 10/01)	Note
Project 2003 – New Benicia-Martinez Bridge (cont'd)							
Other Budgeted Capital (Allocated and Unallocated)							(a)
Capital Outlay Support		7.1	7.4	7.4	0.0	0.9	
Capital Right of Way		0.9	0.0	0.0	0.0	0.0	
Capital Outlay		28.1	30.0	30.0	0.0	0.8	
Total Other Budgeted Capital		36.1	37.4	37.4	0.0	1.6	
Total Capital Outlay Support		78.2	76.8	99.0	22.3	38.8	
Total Capital Right of Way		21.1	21.2	14.4	-6.8	10.4	
Total Capital Outlay		428.2	487.4	479.6	-7.8	7.0	
Non-BATA Funding		0.0	31.0	31.0	0.0	0.0	
Project Contingency (BATA)		58.4	25.7	28.7	3.0		
Total New Benicia-Martinez Bridge		586.0	642.1	652.8	10.7	56.2	
Project 3002 – Carquinez Bridge Replacement							
Replacement Bridge & North Approach							(b)
Capital Outlay Support	01301x	17.7	47.7	47.7	0.0	29.8	
Capital Right of Way	013019	3.0	3.0	3.0	0.0	3.0	
Capital Outlay	013014	213.7	243.1	243.1	0.0	134.1	
Total Replacement Bridge & N. Approach		234.4	293.9	293.9	0.0	166.8	
South Approach & Interchange							(c)
Capital Outlay Support	01305x	22.7	32.4	32.4	0.0	14.7	
Capital Right of Way	013059	5.0	5.0	5.0	0.0	4.5	
Capital Outlay	013054	116.0	73.9	73.9	0.0	14.8	
Total South Approach & I/C		143.7	111.3	111.3	0.0	34.0	
Maintenance Facility Phase I & II							(d)
Capital Outlay Support		0.7	4.8	4.8	0.0	3.2	
Capital Right of Way		1.6	1.6	1.6	0.0	1.4	
Capital Outlay		7.0	8.1	8.1	0.0	4.6	
Total Maint. Facility Ph I & II		9.3	14.6	14.6	0.0	9.2	
Demolition – 1927 Bridge							
Capital Outlay Support	01309x	2.0	4.1	4.1	0.0	0.1	
Capital Right of Way	013099	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	013094	16.0	16.0	16.0	0.0	0.0	
Total Demo – 1927 Bridge		18.0	20.1	20.1	0.0	0.1	

Notes

- (a) Includes EA 00601*, 00608*, 0060A*, 0060C*, 0060F*, 0060G*, 0060H*
 (b) Includes EA 00453*, 01301*, 01303*, 01304*
 (c) Includes EA 01302*, 01305*, 04700*
 (d) Includes EA 00607*, 01308*

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Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Oct-01	Current Forecast Nov-01	Net Change	Expended to Date (7/98 – 10/01)	Note
Project 3002 - Carquinez Bridge Replacement (cont'd)							
Other Budgeted Capital (Allocated and Unallocated)							(e)
Capital Outlay Support		0.6	7.7	7.7	0.0	1.1	
Capital Right of Way		0.0	1.5	1.5	0.0	0.0	
Capital Outlay		10.6	13.6	13.6	0.0	5.2	
Total Other Budgeted Capital		11.2	22.8	22.8	0.0	6.3	
Total Capital Outlay Support		43.7	96.8	96.8	0.0	48.9	
Total Capital Right of Way		9.6	11.1	11.1	0.0	8.9	
Total Capital Outlay		363.3	354.8	354.8	0.0	158.7	
Project (BATA) Contingency		16.5	17.1	17.1	0.0		
Total Carquinez Bridge		433.2	479.8	479.8	0.0	216.4	
Project 4003 – Richmond-San Rafael Bridge – West Trestle and Fender Rehabilitation							
Capital Outlay Support	0438Ux	5.4	0.7	0.7	0.0	0.7	(f)
Capital Right of Way	0438U9	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	0438U4	33.9	0.0	0.0	0.0	0.0	
Other Non-BATA Funding		0.0	34.6	34.6	0.0		
Project (BATA) Contingency		6.1	0.0	0.0	0.0		
Total R-SR Bridge – W. Trestle & Fender Rehabilitation		45.4	35.4	35.4	0.0	0.7	
Project 4002 – Richmond-San Rafael Bridge – Deck Replacement							
Capital Outlay Support	04152x	9.0	5.0	5.0	0.0	0.0	
Capital Right of Way	041529	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	041524	33.0	33.0	33.0	0.0	0.0	
Other Non-BATA Funding		0.0	4.0	4.0	0.0		
Project (BATA) Contingency		11.4	11.4	11.4	0.0		
Total R-SR Bridge – Deck Replace		53.4	53.4	53.4	0.0	0.0	
Richmond Parkway (Non-Caltrans)							
Capital Outlay Support	non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Right of Way	non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	non-Caltrans	5.9	5.9	5.9	0.0	2.4	(g)
Total Richmond Parkway		5.9	5.9	5.9	0.0	2.4	
Total Northern Bridge Group		1123.9	1216.6	1227.2	10.7	275.8	

Notes

(e) Includes EA 01306*, 01307*, 0130A*, 0130C*, 0130D*, 0130F*, 0130G*, 0130H*, 0130J*, 0130X*

(f) Includes EA 04382*, 04383*, 0438U*

(g) Total reimbursements made to the City of Richmond for current allocation.

BAY AREA TOLL AUTHORITY

Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Oct-01	Current Forecast Nov-01	Net Change	Expended to Date (7/98 – 10/01)	Note
Southern Bridge Group							
Project 6004 – San Mateo-Hayward Bridge Widening							
Widen Trestle							
Capital Outlay Support	04501x	7.9	8.2	14.9	6.8	9.0	(h)
Capital Right of Way	045019	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045014	124.8	124.7	139.0	14.3	75.9	
Total Widen Trestle		132.7	132.9	154.0	21.1	84.9	
Widen Roadway							
Capital Outlay Support	04503x	4.3	2.3	6.0	3.7	6.9	
Capital Right of Way	045039	1.0	0.0	0.0	0.0	0.0	
Capital Outlay	045034	29.2	26.0	26.0	0.0	25.0	
Total Widen Roadway		34.5	28.3	32.0	3.7	31.9	
Construct Mini Toll Plaza							
Capital Outlay Support		1.7	1.7	3.8	2.1	1.1	
Capital Right of Way	04502x	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045029	4.4	6.3	6.3	0.0	0.4	
Total Mini Toll Plaza	045024	6.1	8.0	10.1	2.1	1.5	(i)
Other Budgeted Capital							
Capital Outlay Support		1.6	3.7	6.8	3.1	1.9	
Capital Right of Way		0.5	1.4	1.4	0.0	0.5	
Capital Outlay		8.9	8.0	8.0	0.0	0.0	
Total Other Budgeted Capital		11.0	13.2	16.3	3.1	2.4	
Total Capital Outlay Support		15.5	15.9	31.6	15.7	18.9	
Total Capital Right of Way		1.5	1.4	1.4	0.0	0.5	
Total Capital Outlay		167.3	165.0	179.3	14.3	101.3	
Project (BATA) Contingency		19.3	21.2	5.1	-16.1		
Total San Mateo-Hayward Bridge Widening		203.6	203.6	217.5	13.9	120.7	
San Mateo-Hayward Bridge – West Approach Replacement Planting							
Capital Outlay Support	04860x	0.1	0.1	0.1	0.0	0.0	
Capital Right of Way	048609	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	048604	0.2	0.2	0.2	0.0	0.0	
Project (BATA) Contingency		0.1	0.1	0.1	0.0		
Total SM-H Bridge W. Approach Replacement Planting		0.3	0.3	0.3	0.0	0.0	

Notes:

(h) Includes EA 00305*, 04501*

(i) Includes EA 04504*, 04505*, 04506*, 04507*, 04508*, 04509*

BAY AREA TOLL AUTHORITY

Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Oct-01	Current Forecast Nov-01	Net Change	Expended to Date (7/98 – 10/01)	Note
I-880/SR-92 Interchange Improvement							(j)
Capital Outlay Support	23317x	20.8	20.8	20.8	0.0	5.4	
Capital Right of Way	233179	8.0	8.0	8.0	0.0	0.0	
Capital Outlay	233174	70.3	70.3	70.3	0.0	0.0	
Non-BATA Funding		0.0	10.0	10.0	0.0		
Project (BATA) Contingency		25.1	25.1	25.1	0.0		
Total I-880/SR-92 I/C Improve.		124.2	134.2	134.2	0.0	5.4	
Dumbarton Bridge West Approach Projects							
US101/University Avenue Interchange Reconstruction (non-Caltrans)							
Capital Outlay Support		0.0	0.0	0.0	0.0	0.0	
Capital Right of Way		0.0	0.0	0.0	0.0	0.0	
Capital Outlay		3.8	3.8	3.8	0.0	3.7	(k)
Total US-101/University Ave.		3.8	3.8	3.8	0.0	3.7	
Bayfront Expressway (SR-84) Widening							(l)
Capital Outlay Support	00487x	4.4	4.7	4.7	0.0	3.7	
Capital Right of Way	004879	1.3	0.1	0.1	0.0	0.0	
Capital Outlay	004874	24.8	26.7	26.7	0.0	0.0	
Project (BATA) Contingency		3.3	2.4	2.4	0.0		
Total Bayfront Expressway (SR-84)		33.8	33.8	33.8	0.0	3.7	
Total Dumbarton Bridge W. Approach		37.6	37.6	37.6	0.0	7.4	
Total Southern Bridge Group		365.7	375.7	389.9	13.9	133.5	

Notes:

(j) Includes EA 01601* and 01602*

(k) Total reimbursements made to the City of East Palo Alto for current allocations

(l) Includes EA 01511* and 01512*

General Notes:

1. Capital outlay support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
2. Capital right of way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, title costs, and sale of excess lands.
3. Capital outlay includes construction bid items, supplemental construction work, state furnished materials, construction contingencies, and external third party agreements.